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日四廿月十年丑癸

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Hongkong, 9th June, 1913. [769]

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Hongkong, 24th April, 1913. [609]

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Consultation Free.
Hongkong, 22nd September, 1913. [1101]

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BY popular English Manufacturers. In
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**SMOKELESS POWDERS and CHILLED
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Inspection Invited.

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Hongkong, 16th October, 1913. [1213]

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TIME TABLE.
Week Days.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. " 1.15 " " " 10 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 5.00 " " " 15 " "
5.00 " " 8.10 " " " 10 " "
NIGHT CARS.
2.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
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11.45 " " 12.00 noon " " " 15 " "
12.00 noon " 1.00 p.m. " " " 15 " "
1.00 p.m. " 5.00 " " " 15 " "
5.00 " " 6.00 " " " 10 " "
6.00 " " 7.00 " " " 15 " "
NIGHT CARS as on Week Days.
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Extra Car at 12 Midnight.
**SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.**
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1162]

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Walkin's.
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Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tubes, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
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32 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
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TIME TABLE TO APRIL 30th, 1914.

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\$ 40.00	Shanghai (Steamer)Lv.	Forenoon	Mon.	Wed.	Wed.				
	Dairen (S.M.R. Train)Lv.	3.20 p.m.	Mon.	"	Fri.				
Y 14.95	Mukden (S.M.R. Train)Lv.	11.25 "	"	"	Sat.				
Y 11.50	Changchun (S.M.R. Train)Lv.	11.50 "	"	"	"				
R 8.60	Harbin (Russian Train)Lv.	8.00 a.m.	Tues.	Thurs.	Sun.				
	Harbin (S.M.R. Train)Lv.	2.00 p.m.	"	"	"				

Connecting at Harbin with { State Express from Moscow } Wagon-Lits from Moscow } State Express to St. Petersburg }

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R 9.60	Harbin (Russian Train)Lv.	10 a.m.	Mon.	Wed.	Fri.				
	Changchun (S.M.R. Train)Lv.	6.30 "	"	"	"				
Y 11.50	Mukden (S.M.R. Train)Lv.	7.00 "	"	"	"				
Y 14.95	Dairen (S.M.R. Train)Lv.	1.50 p.m.	"	"	"				
Y 40.00	Shanghai (Steamer)Lv.	1.10 "	"	"	"				

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The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
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SOUTH MANCHURIA RAILWAY CO., DAIREN. [261]

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LETTS' DIARIES 1914. [926]

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
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No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1. Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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	No. 1 Floating Docks.	No. 2 Floating Docks.
Lifting Power	7,000 Tons.	11,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Max. Breadth	55 "	68 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Shoellegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913. [720]

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Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
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A FIRST CLASS AND UP-TO-DATE HOTEL.

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Renders Selections during TEA-TIME and
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounges, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for "Tea and Dinner." Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

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P. O. FEUSTER, Manager.

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PRIVATE HOTEL.

STANDING in its own grounds, with Tennis and Croquet Lawns; Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

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Mrs. F. W. WATTS,
34 "Braeside," 20, Macdonnell Road.

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SITUATED ON THE BRITISH CONQUESTION.

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SITUATED IN THE CENTRE OF PRAYA GRANDE. Both Hotels electrically lighted, and under experienced European Supervision.
GAMES and CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor. [1025]

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19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 16th April, 1913. [584]

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ESTABLISHED 72 YEARS.

HIGH-CLASS CONFECTIONERY

SELECTIONS OF THE PUREST AND FINEST QUALITY, IMPORTED FROM THE LEADING LONDON, NEW YORK AND PARISIEN HOUSES.

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In fancy boxes, in great variety. Bourneville Nat Chocolate.

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Assorted Chocolates, Marzipan Chocolates, Chocolate Caramels, Creme de Menthe Delight, Caramel Mou á la Creme, Almond Taffy, Peppermint, etc., etc.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of ALL PAGES should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P.O. Box, 84. Telephone No. 12.

MARRIAGE.

LAMBERT - O'DELL. - At St. John's Cathedral, Hongkong, on the 18th inst., by the Rev. Copley Moyle, LIONEL EUGENE, youngest son of the late G. R. LAMBERT and Mrs. LAMBERT, and FLORENCE A. O'DELL, of Bedford, England. [1347]

HONGKONG OFFICE: 10, DES VEXES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG NOVEMBER 21st, 1913.

An interesting telegram from Washington has reached Manila reporting a probability that the future political status of the Philippine Islands will be "on the lines of the government granted by Great Britain to what are known as the self-governing Colonies" that is to say, "a government in which the Home Government has no control over the public officers, though the Crown appoints the Governor-General and retains a veto on all legislation." This is the scheme favoured by Mr. GARRISON, the Secretary of State for War. It is not a new proposal, for, as a Manila contemporary points out, no less a personage than General AGUIRRE was in favour of the idea some time ago. The *Cablenews*, which seems to accept the proposal as one for the permanent government of the Islands, expresses the opinion that government modelled after that of Canada would be infinitely better for the Philippines and the Filipinos than so-called independence. "The presence of the American flag would mean security from Asiatic invasion and freedom from internal strife, and the people of the Islands

should have the foresight to appreciate this and the common sense to profit by it." We doubt, however, whether it is really intended that this shall be the permanent political status of the Philippines. President Wilson's opinion of the proposal is not disclosed in the message, but the President's hesitation to make a public pronouncement on the subject can be well understood when we remember the views of the Party he represents as they were embodied in the Democratic National Platform adopted at Baltimore on July 2nd, 1912, viz.:-

We reaffirm the position thrice announced by the Democracy in national convention assembled against a policy of imperialism and colonial exploitation in the Philippines or elsewhere. We condemn the experiment in imperialism as an inexcusable blunder which has involved us in an enormous expense, brought us weakness instead of strength, and laid our Nation open to the charge of abandonment of the fundamental principles of self-government.

We favour an immediate declaration of the Nation's purpose to recognize the independence of the Philippine Islands as soon as a stable government can be established; such independence to be guaranteed by us until the neutralization of the Islands can be secured by treaty with other Powers. In recognizing the independence of the Philippines our Government should retain such land as may be unnecessary for coaling stations and naval bases.

Though it cannot be said that such a proposal as Mr. GARRISON favours entirely fulfils the Democratic idea of a renunciation of the policy of imperialism and Colonial exploitation, it is a long step towards it. To all intents and purposes this has been the policy of the Government in Manila from the day of Mr. BURNETT HARRISON's arrival in the Philippines as Governor-General. The Filipinos have already been given a predominant voice in the Legislature, and as far as possible Americans are already being replaced in the public service by Filipinos. Whether the Filipino aspirations, and the pledges of the Democratic party, which are in complete accord with them, will be fully fulfilled during the occupancy of the White House by President WILSON will depend upon the measure of success which attends the experiment which the new Governor-General of the Philippines has initiated. As the Democratic Party in the United States is so emphatically opposed to a policy of imperialism, a decision to convert the Philippines into a self-governing Colony, on British lines, can only be regarded as a preliminary step leading up to the complete independence of the Islands with an international guarantee. That is the aim of the Administration, but how soon it will be attained must depend upon the degree of competence shown by the Filipinos to govern themselves.

Police Constable Meade on Wednesday injured a knee during practice for the annual fire drill and was sent to hospital.

Inspector Morrison has taken charge of the Water Police, vice Inspector Kerr, who has gone on nine months' leave to Australia, his birthplace.

The maximum fine of \$250 was imposed by Mr. Wood yesterday on a man for being in possession of a rifle and ammunition without a permit. Defendant had been previously convicted.

An amusing caricature of the Prime Minister appears in the *Daily Mail*, of the 25th ult. Mr. Asquith is represented as a Chinese conjuror on the stage. He has three thimbles on a little table in front of him, and at the bottom is the explanation, "Ah Squith: the Thimble-rigger."

The Financial and Commercial Supplement of *The Times*, of October 28th, contains a full-page advertisement of the Hongkong and Shanghai Bank with three illustrations of the Bank's new offices in Gracechurch Street. The largest of the three illustrations gives a view of the front of the building and the two smaller ones show respectively the general offices and the board-room.

With reference to what appeared in our issue of yesterday regarding "the latest Sotto case," Mr. Vicente Sotto forwards to us correspondence which has passed between himself and the solicitor for Senora Esteban with a view to satisfying us that Mr. Mason did make a proposal to him about the withdrawal of his complaint. In the correspondence it is referred to as a verbal proposal. Mr. Sotto in his letter to ourselves said the proposal was made "by letter," which seems to be a mis-statement. Mr. d'Almeida's letter explains that the original offer by Mr. Mason was made without prejudice and "of course contingent upon the terms being agreeable to his client." As Mr. Sotto declined to apologise to her for his alleged insulting behaviour, which he absolutely denied, and Senora Esteban on her part declined to apologise to Sotto, the case was brought before the Court with the result already reported.

TO-DAY'S FIRE BRIGADE COMPETITION.

The members of the Hongkong Police Fire Brigade will turn out this afternoon in front of the City Hall for their annual inspection and competitive display. Various methods of fire-fighting and life-saving will be demonstrated. H.E. the Officer Administering the Government will be present.

The competitions are for Chinese and Europeans.

HONGKONG UNIVERSITY.

Following on the decision of the University of Hongkong to hold Matriculation Examinations in July and December annually, an Examination will commence on December 15th, as recently notified in the local Press. Although very short notice was given, 24 candidates have already entered their names.

The University Authorities are prepared to make arrangements to hold the Matriculation Examination at any centre on the China Coast from which the names of five or more candidates are submitted. Certificates are awarded to successful candidates.

BRITISH DESTROYERS ON THE CHINA STATION.

We understand that in addition to the three torpedo-boat destroyers which have recently been sent out to this station, the Admiralty is sending out four more. All are to have full crews. The *Taku*, *Virago*, *Whiting* and *Other* are to be sold. The *Pand* will replace the *Taku*.

HONGKONG CRICKET CLUB.

The following will represent the Club against Kowloon Cricket Club in the League on the Hongkong Cricket Club ground to-morrow, 22nd November, play to commence at 2 p.m.:-

R. Hancock (Captain), R. N. Anderson, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. L. Gace, R. Kennedy, M. M. Maas, S. S. Moore, T. E. Pearce, and R. P. Thursfield.

The following have been selected to represent Kowloon C.C.:-

J. P. Robinson, F. J. de Rome, W. Kay, K. R. Macaskill, W. L. Wanser, W. T. Elson, W. E. Dixon, B. D. Evans, H. S. Rouse, J. H. Mead, and A. B. F. Raven.

In the League match last Saturday the Club scored 240 for 4 wickets (T. E. Pearce 134) to the Staff and Departmentals 143 (Major Morgan 59, Captain Robertson 47).

FOOTBALL.

HONGKONG F.C. RUGBY MATCH.

The Rugby match Club v. Navy takes place on the Club ground at 4.45 this afternoon. The following will represent the Club:-

T. E. S. Robson; A. N. Joseland, H. S. Rouse, J. A. Pym, and P. Linton; A. A. Claxton and H. W. Pettley; G. Norington, L. E. F. Coleman, J. Walker, D. Walker, J. C. Taylor, F. A. Gace, J. H. Bone and W. McCutcheon.

PETTY THEFTS.

Large bundles of clothes figured prominently in a case at the Magistracy yesterday, when a Chinese was charged before Mr. Wood with stealing clothes. Defendant's excuse for taking the clothes was that his master owed him "several ten cents" back pay. Mr. Wood endeavoured to point out the unfair compensation: several dollars' worth of clothes for several ten cents back pay. However, defendant's reply was most candid. He said that he stole the clothing without thinking of it in the light of compensation. He was sentenced to four hours in the stocks and three months' hard labour.

A woman who occupied rooms at 10, Belcher's Street, West Point, was startled when she awoke about 5 a.m. on Wednesday and saw a "strange-looking man with some clothes in his hand." When an alarm was raised the intruder made a hasty exit, depositing the clothes as he ran. He was not speedy enough to escape from the police, and was brought before Mr. Hazeland yesterday. The man endeavoured to convince the Magistrate that he was merely looking for a friend in the house, but as Mr. Hazeland could not connect this theory with the purloining of apparel, the early bird was ordered to appear in the stocks for four hours.

A boy was run over by a truck in the Western district on Wednesday. The driver was arrested and charged at the Police Court yesterday. The case was remanded.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A NATIONALIST "CITIZEN ARMY" FOR IRELAND.

ARMY OFFICERS ASSISTING ITS ORGANISATION.

LONDON, November 20th.

A labour leader named Connolly, addressing a meeting of strikers in Dublin last night said anyone intending to join the Transport Workers' Union must be prepared to enrol in the "Citizen Army" which is being organised. He said that Captain White, son of the Defender of Ladysmith, was prepared to drill and train an Army, and other officers were prepared to undertake similar work.

The *Daily Chronicle* says the movement is to form an Irish National Volunteer Force with the object of upholding the authority of the Crown and Government in Ireland. Sir Roger Casement (the ex-Consul who inquired into and reported upon the Putnamayo atrocities) is co-operating with Captain White and is inviting Nationalists to join the force. The strikers in Dublin whom Captain White intends to organise will be merely a nucleus of the force.

MR. REDMOND ON THE DURATION OF PARLIAMENT.

THREE BILLS TO BE PASSED.

LONDON, November 20th.

Mr. John Redmond, speaking at Birmingham, said that the Opposition might make up their minds that there would not be a General Election, and that Home Rule, Welsh Disestablishment, and the Plural Voting Bill would pass into law during the lifetime of the present Parliament.

LONDON POSTAL EMPLOYEES.

SUCCESSFUL IN THEIR DEMAND FOR MORE WAGES.

LONDON, November 20th.

The Right Hon. H. L. Samuel, Postmaster-General, has replied to the deputation of Post Office employees who asked for a general increase of wages. He has promised increases to some employees, amounting to 1½ millions sterling, but the hours of many have been increased by half an hour a day.

The Postmaster-General has warned the employees that if they strike measures will be taken to render a recurrence impossible.

LARKIN HISSED BY STUDENTS.

LONDON, November 20th.

Larkin, the recently released Irish labour leader, addressed a Socialist demonstration at the Albert Hall. He made a violent speech denouncing the capitalists, the Government, announcement and the Trade Union leaders' policy towards Dublin. He was hissed by students, who, in trying to rush the hall, came into conflict with the police. Several were injured in the mêlée.

NO STRIKE SYMPATHY.

LONDON, November 20th.

The Trades Unionists have decided against a sympathetic strike on behalf of the Dublin men, but they will assist in every other way.

FIRE AT SEA.

LONDON, November 20th.

An outbreak of fire occurred on the steamer *Scotsdyke*, which was bound from the Mediterranean for Sunderland, and she burned to the water's edge.

ECHO OF AN ANTARCTIC TRAGEDY.

LONDON, November 20th.

The Royal Scottish Geographical Society's Livingstone medal has been conferred upon Commander Evans at Edinburgh.

M.C.C. SUCCESS IN SOUTH AFRICA.

LONDON, November 20th.

The M.C.C. have defeated a South Western Districts XV by an innings and 60 runs. The game was played at Oudtshoorn.

A RECORD DIVIDEND.

BERLIN, November 20th.

Messrs. Krupps have declared a dividend of 14 per cent. on a capital of £9,000,000 sterling. This is the highest dividend on record paid by Krupps.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INDIAN QUESTION IN SOUTH AFRICA.

MUCH FEELING IN INDIA.

BOMBAY, November 20th.

The newspapers in India agree in urging how imperative is the necessity for action by the South African Government to remedy the well-founded grievances of Indians. Telegrams from various parts of India express the strongest indignation at the events in South Africa, which form a general topic. At Bombay meetings and subscriptions are being arranged.

The European papers comment cautiously in view of the conflicting statements. The *Pioneer* says that though the atrocity stories may be largely exaggerated, it is impossible not to recognise the seriousness of the position.

LAHORE, November 20th.

There is much feeling here over the question. The Hon. G. K. Gokhale, member of the Viceroy's Council, representing Bombay, does not attach much weight to the Cape Town official denial, and says that any inquiry was bound to be more or less whitewashing; but the fact that the Union sees the need of an inquiry he regards as a hopeful sign.

LORD AMPHILL'S VIEW.

LONDON, November 20th.

Lord Amphil, who was Viceroy and Governor-General of India (*pro tem.*) in 1904, writes that he has received a telegram from Mr. Ritch of Johannesburg which stated:—"Have conclusive evidence of brutal flogging by employers of men captured." Lord Amphil at present refrains from comment, but says that it is high time the British public expressed itself as to the deplorable results of mismanagement during the past seven years.

LATER.

In view of the grave news which is reaching India from Indian sources in South Africa, the Viceroy has been requested by unofficial members to convene an emergency meeting of the Viceroy's Council upon his arrival at Delhi about the 5th December, for the discussion of grievances.

The vernacular Press ridicules the idea of the Imperial Government being unable to secure redress.

WAR-CLOUDS IN MEXICO.

DEALING BETWEEN AMERICAN GOVERNMENT AND INSURGENTS ENDED.

LONDON, November 20th.

Reuter's Agency is informed that two British cruisers have left Barbadoes for Mexican waters to protect British interests.

Mexico City, November 20th.

Huerta is preparing a message to the Congress, which is opening to-day. Conscription is going on vigorously, and the men exceed the available rifles. There is a relaxation of the tension in the belief that the United States does not intend immediate action.

New York, November 20th.

Following the demand by the Mexican insurgent leader, Carranza, that Mr. Hale, President Wilson's unofficial envoy, should produce his credentials, which he was unable to do, dealings between the American Government and the insurgents ended.

OBSERVATORIES FOR CHINA.

By next year, says a Peking contemporary, the Ministry of Education (!) will establish astronomical observatories in Shanghai, Hankow, Tientsin, Fengtien and Kalgan.

"SELLING UP" A PRINCESS.

£50,000 DEBT OF DAUGHTER OF LATE KING LEOPOLD.

Princess Louise of Belgium, who, as is well-known, has had an exciting career, is being prosecuted by a Berlin lawyer named Dr. Imhoffen, for £50,000, which he alleges she owes him. To-day (October 20th), says the *Daily Citizen*, Paris correspondent, she will have to undergo the unusual experience for a Princess of Royal blood of seeing the furniture which she inherited from her father, the late King of the Belgians, sold by auction. The Princess is well-known in Parisian society. She enjoys great popularity.

A TERRIBLE TRAGEDY.

HONGKONG MAN SHOOT HIS SISTER AND THEN COMMITTS SUICIDE.

The latest mail brings news of a terrible domestic tragedy at Edinburgh, in which John Ross, an overseer of the Public Works Department of Hongkong, who had been for some time in charge of the filter bed on Bowen Road, and was home on furlough, attempted to murder his sister and then committed suicide.

The following account of the tragedy appears in a London paper of the 25th ult.:-

A domestic tragedy took place in Edinburgh last night, in which John Ross, 45 years of age, a civil engineer, said to belong to the North of Scotland, committed suicide after attempting to murder his sister by shooting her with a Browning revolver. The unfortunate woman now lies in the Edinburgh Royal Infirmary in a serious condition, the bullet having penetrated her arm and afterwards entered her chest. The injured woman, whose name is Mrs. Bain, is the mother of a servant's home in Merchant-street, Edinburgh, and is assisted in the management of it by her husband. The deceased was recently engaged on a large contract for waterworks in Hongkong, and a good many years of his life had been spent abroad.

When he came home to Scotland he was in the habit of visiting his sister and bringing her presents in the shape of Oriental furniture and jewellery. Recently, however, a dispute arose as to the ownership of several of the articles, the deceased claiming their return. Last evening Ross unexpectedly called at Merchant-street, and again the question of the ownership of the jewellery arose. Suddenly Ross, who seemed very excited, rose from his chair and said, "Well, I am away." As he reached the door he wheeled round and, presenting a revolver at his sister, fired point blank at her. Mrs. Bain's husband and son immediately grappled with Ross, and succeeded in wresting the revolver from his grasp. Meantime Mrs. Bain, who had attempted to get to the door, collapsed, and while her husband and son went to her assistance Ross ran to a table, drawing a penknife, he pressed the handle of it on the table and dropped the blade, which penetrated his breast in the region of the heart. He died shortly afterwards.

We may state in correction of this account that Ross was not a civil engineer, nor was he engaged in that capacity on "a large contract for waterworks in Hongkong." He had been an overseer in the Public Works Department since 1893. Previously he was in the Army, we believe. He was known among his friends in the Colony as "Scottie Ross," and was regarded as somewhat eccentric.

THE FUTURE OF THE PHILIPPINES.

GOVERNMENT ON BRITISH LINES.

WASHINGTON, November 16th.

The following special telegram appears in the Manila *Cablenews*:—"Incident." As a consequence of a long conference between President Wilson and Secretary of War Garrison there is a great probability that the political future of the Philippine Islands will be very different from what has been anticipated by many politicians seeking high offices in an independent republic.

Secretary Garrison has declared himself strongly in favour of a modified self-government to be established on the lines of the government granted by Great Britain to what is known as the self-governing colonies, in which the home government has no control over the public officers, though the Crown appoints the Governor-General and retains a veto on all legislation.

In the event of the adoption of Secretary Garrison's scheme of government for the Philippines there will be established an autonomous government, but the United States flag will continue to fly and the destinies of the people would be in the hands of the President of the United States, acting through his representative, the Governor-General.

FORTHCOMING SHIPPING EXHIBITION.

The Shipping, Engineering, and Machinery Exhibition, which is to be held at Olympia in the autumn of next year, promises to exceed in interest and utility any exhibition of nautical and machinery appliances yet held in this country.

The list of patrons includes representatives of the leading shipping and engineering firms, the First Sea Lord of the Admiralty, and the Director of Naval Construction, and a committee of experts has been formed to ensure the carrying out of the exhibition in a sound and practical manner. The exhibits will be arranged in sections, the principal being the naval engineering section, which deals with war vessels and their equipment; naval architecture, embracing every class of ship; marine engineering, for the display of heavy machinery, which will be shown working under steam, oil, gas, water, and compressed air; general marine and engineering and foundry and machine tools.

LONDON SHARE QUOTATIONS.

The following quotations of shares were received by cable from London yesterday morning by Mr. P. C. Potts:—

Shells ("Bearers")	4	18	0	Buyers.
Ural Caspian	2	11	3	Middle.
Mexican Eagles	2	1	3	Middle.
Chinese Engineering	1	13	0	Buyers.
& Mining Co.	1	10	0	Sellers.
Tonahls	2	7	6	Middle.
Peking	0	12	0	Buyers.
"	0	12	0	Sellers.
Indos (Combined)	0	10	0	Middle.
Electric Trams	0	8	3	Middle.

SUPREME COURT.

Thursday, 20th November.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOSPERTZ (PRESIDENT JUDGE).

ALLEGED FALSE PRETENCES BY A WARDER.
The case was resumed in which Hernam Singh, a warder at Victoria Gaol, is charged on three counts with false pretences. At the outset his Honour mentioned that he would deal with the first count of the charge, which could not be taken with the other two counts, tomorrow.

Evidence was then given by the man who was a prisoner in the gaol, and whom Hernam Singh is alleged to have utilised as a tool in his alleged misdeeds. This witness said that while serving a term of twelve months he was never ill, and the only letters he wrote were those in which he asked his relatives to visit him. He had never sent a letter in which he asked his mother to give the bearer \$3 or \$5. Neither had he received any pepper, tobacco, or dry ginger from his parents. He recognised the defendant, but he had never instructed him to take any message to his people while in gaol. He had not even had a conversation nor quarrelled with him.

The Registration Officer at the gaol spoke to overbearing a conversation between the mother of the prisoner and her son in the gaol. They were speaking of an Indian going to the house with a false letter, asking for money and food. Witness asked them if they knew who the Indian was who had gone to the house. The mother replied that she did not know, he was like witness. He did not point to defendant and ask if that was the man who took the letter. He pointed one warder out, but the mother said that that was not the man.

During the cross-examination of one of the witnesses by Mr. Jenkin, Mr. Kemp contended that Counsel for defence seemed to have changed his defence upon something he had heard at the conclusion of the previous day's hearing, something of which he (Mr. Kemp) was not aware. Mr. Jenkin replied that his defence was based upon the question of identification.

Mr. Kemp then remarked that the witness in the box, upon whom Mr. Jenkin seemed to base so much importance, was most unreliable.

Mr. Jenkin—I quite agree, and there are several others who are also unreliable. That is my friend's misfortune, and I should like to say that I have not just discovered a new defence. My defence all along has been one of identification. I was instructed that that should be my defence some days ago.

After the tiffin adjournment his Honour briefly addressed the jury. This case, he said, had been protracted for some time. It was not the custom in this Colony to lock the jury up during adjournments as they did at Home. During the adjournments they went about their business, and he wanted them to be careful not to discuss in any way, or with anybody, the circumstances of the case. It was very easy to let one's judgment be coloured, even become sensitive, if they did that. "It would be very improper for a judge to discuss with anybody a case he was hearing," added his Honour, "and you, gentlemen, in a case of this sort, are judges, the judges of fact, and it is very important that you should keep your minds perfectly clear and unbiased, and not be guided by anything at all except what you may hear in this Court. It may be unnecessary for me to make these remarks, but it is only right; nothing should be said outside."

Principal Warder Pierpoint said that defendant was identified by the parents of the man in gaol as the one who brought them the letters, asking for goods and also money. He was picked out from fifteen other men, all being dressed in white and wearing yellow turbans.

In reply to Mr. Jenkin, witness said that defendant had always borne a good character during his two and a half years' employment at the gaol. There had been a few minor offences, but they were all "gaol offences." The most serious was sleeping on duty. Defendant's keys were hanging up in a place which would be accessible to anyone. They were not hidden.

Mr. Jenkin then asked, amid laughter—Are not the Indians like the English and Irish, they are not renowned for the harmony with which they go on?—I cannot say that.

Many Indians bear grudges and are often trying to pay each other out?—Nothing of that sort happens in the gaol. I do not know what goes on outside.

It was stated in further evidence that when charged with alleged false pretences defendant replied—"I will make my statement in the Police Court."

The case for the Crown closed at 4.30 p.m., fifteen witnesses having been called, some of whom were recalled several times. The charge was to be proceeded with again to-day, when Mr. Jenkin proposes to place defendant in the box. Defendant, he remarked, would say that he did not do this, and that he knew nothing at all about it.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 28th.
ENGLAND AND CHINA.

Of the two recent announcements concerning England and China alike, that which announced the appointment of a British Naval Adviser and Instructor was more favourably received than that which intimated the intention of the Chinese Government to seek to obtain another \$20,000,000 loan from the Quintuple Group. Friends of China are emphatic in their declarations that along this course lies danger to the future stability and integrity of the country. It must be added, however, that the Chinese Government did what they could to escape from any further resort to the Quintuple Group, and unofficial "feelers" were sent out into many quarters to find the state of the financial market as to an independent loan of even half the amount now talked of. But the reception of the idea was chilly in the extreme. There are sympathisers with China in plenty among British financiers, but in conversation with a number of the foremost of them these last few days I have learned a great deal about the present attitude of the independent banks. When you come to reckon up the situation, as a matter of fact, there are not more than half a dozen of the well-known banks which have not been concerned either in the loan of the Quintuple Group or the Crisp issue. Those in the Quintuple interests naturally would not look at any participation in an independent issue. Those who were concerned in the Birch Crisp loan were not sufficiently enamoured of their experience then to hanker after another adventure. The remaining few, not the strongest of the lot by any means, do not think the moment at all opportune to go tilting against the official interests of the Quintuple Group. Moreover, the loan situation of late has been discouraging. There was a New Zealand issue the other day that left 92 per cent. in the hands of the underwriters. Canadian issues, and a big Russian issue, have been little, if any, better. There is a feeling, also, in this country that China should be able, with strict economy, to get along and develop her resources without this reckless resort to foreign loans. If the Republic would do that to any considerable extent for a start, it would be an object lesson and an evidence of self-reliance that would go far to restore her credit. I was shown a private letter the other day from a man who knows China from the inside. I cannot, of course, speak for his partisan opinions, but I do know his position in the Far East and it is such that I cannot give his name. He wrote home to a man with big interests in the city—"China did not really need that last loan, though Yuan did. The unpatriotic Yuan did not care a button about foreign shackles so long as he and his power were financially guaranteed. Hence all the trouble for the last twelve months. China's revenues are better to-day than before the overthrow of the Manchus—for now eighty per cent. of the revenues does not go into Manchukuo pockets. But in order to maintain order in the provinces it was necessary to keep the revenues for local official uses. Yuan and the Foreign Powers wanted it all centralized. Hence the turmoil."

ROYAL COMMISSIONS.
Two more Commissions are to be set going—one to consider the future of the railways—including the question of nationalisation, and the other to investigate that difficult matter, euphemistically termed "the social evil," as affecting the diseases of mankind. It is generally supposed that these Commissions are a good thing for the members, who are believed to be well paid. This is not the case. Nevertheless, the various Royal Commissions of the past have cost the country a pretty penny. Up to next March the estimated cost for the year on this head is about £60,000. Nearly a sixth of this amount, however, is on account of the Dominions' Royal Commissions, and these Commissions, under the chairmanship of Sir Edgar Vincent, have a good deal of travelling to do. Part of the expenses will, moreover, be paid back by the Governments of the Dominions. Besides this Commission, there are the Civil Service Commission, the Indian Public Service Commission, the Oil Fuel in the Navy Commission, and the Historical Manuscripts Commission in session at the present time. The latter has been proceeding for years, and has produced a great number of volumes which will be mines of information and instruction for historians and students, though hardly reading calculated to charm the popular taste.

ADMIRAL SIR PERCY SCOTT.
Admiral Sir Percy Scott has not been lost to the Empire, though he has nominally retired from the Navy. At the present moment, I am informed, he is engaged on confidential work for the Admiralty in the evolution of a new system of range-finding that is expected to revolutionise naval gunnery. Some enthusiasts predict that when he has finished his task it will almost be impossible for a gunner to miss his target, no matter what may be the weather conditions. Those who knew Admiral Sir Percy Scott on the China station or elsewhere are well aware that he has done great things for the gunnery of our first arm of defence. The present undertaking will, it is expected, occupy him for several months.

THE MINISTER'S SPEECH.
Sir JOHN JORDAN, who also replied to the toast, said with regard to the Shanghai Settlements that it would be a graceful act on the part of the Chinese Government if they made the small concession that foreigners sought as a recognition of the very proper attitude which the Settlement authorities maintained throughout the revolutionary troubles. Whether the revolution of 1911 had effected any radical change in China it was not for him to say, but he would say to those who were disappointed with the results that two years was a very short period in the history of a great nation. Measured by its present results the change might not be a very profound one, but any one who compared the China of to-day with the China of 20 years ago could not deny that the mental outlook of a large part of the population had undergone a marvellous transformation. Human judgments on political events were proverbially fallible, and he was too close to the scene to distinguish the wood from the trees, but they seemed to have arrived at a turning point in the history of China, when perhaps it might be possible to take some stock of the situation. The election of Yuan Shih-kai as President had placed supreme power in the hands of an eminent statesman who, for two years, had directed the affairs of the country with a clearness of vision and an unswerving steadiness of purpose which had evoked universal admiration and respect. Only those who knew the difficulties which he had had to confront at every turn, and the mastery manner in which he had met them, could fully realize the almost unparalleled services which that great man had rendered to his country. The task before him was one of gigantic proportions. First and foremost was the question of finance, which was really the pivot of the whole situation. The Chinese themselves quite realized that the country which lived on foreign money had a very precarious existence, and it was his own personal opinion that until the Province was recognized in a practical way their obligations to the Central Government there was very little prospect of seeing a strong and united China, which was the main object of British policy. Those of them who had lived the best years of their lives in China and had learned to take the people and to admire them for their many good qualities rejoiced to believe that the Chinese were destined to play a great part in the history of the world, and they wished them God-speed in their great task of national regeneration. (Cheers.)

THE CHINA ASSOCIATION.
FUTURE OF THE CHINESE REPUBLIC.
VIEWS OF SIR JOHN JORDAN.
The principal guests at the annual dinner of the China Association, held at the Hotel Metropole on the 20th ult., were Sir Claude Macdonald, formerly British Ambassador at Tokyo, and Sir John Jordan, British Minister at Peking, the latter of whom gave expression to some interesting views on the present position in China and the future of the Republic.

Sir Walter C. Hillier was in the chair, and the large company present included Sir W. Langley, Sir E. Davidson, and other representatives of the Foreign Office and the Colonial Office; Sir Everard Fraser, Consul-General at Shanghai; Admiral Sir A. Winslow, General Sir E. Barrow, Sir C. Addis, Sir T. Jackson, Mr. H. Keswick, M.P., Mr. G. Jamieson (chairman of the Association), Mr. Horace Rumbold, Sir H. Sausmarez, Sir Cecil C. Smith, Lieutenant Sir J. Dunlop Smith, and Mr. H. C. Wilcox (secretary).

THE CHAIRMAN, in proposing "Continued Prosperity to the China Association," the membership of which was now considerably over 1,000, referred to the cordial relations which existed between the Association and the Foreign Office, which received their representations with unfailing courtesy. The reception of recent loans by British investors showed that the British public placed confidence in the potentialities of China's resources and in the power of President Yuan to win, in the long run, but the politicians of China, young and old, must not blame those who had shown that confidence if they demanded a close scrutiny into the way their pecuniary help was applied, and must not resent the suggestion that a tree hand must be given to advisers who had been selected by China to help them in the collection and administration of revenues which, in the long run, were all that China would have to depend upon for existence. More was wanted than a Constitution, however cut and dried. Strong measures were wanted and a strong man to carry them out. He knew of no man in China, except President Yuan, who was capable of grappling with it, and he thought the various branches of the Association had rightly come to the unanimous conclusion that he was deserving of all the support that could be given him. (Cheers.)

Sir CLAUDE MACDONALD, who first acknowledged the toast of "The Guests," proposed by Mr. C. H. Ross, said he desired to take that public opportunity of thanking that Association and the Japanese Association for the help and support they had given him during the 17 years he had held high office in the Far East. When he was first nominated Minister to Peking in 1896, the appointment was received with a certain amount of surprise, not to say disappointment, and the Press, more particularly *The Times*, did not regard it with sympathy. But the China Association held out to him the hand of encouragement and support, and when he returned, after four years of pretty strenuous work, gave him a very warm welcome back, which was joined in even by *The Times*. (Laughter and cheers.)

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THE GERMAN BANK RATE REDUCTION.

MONEY MARKET POSITION.

BERLIN, October 27th.

The official rate of discount here was to-day reduced from 6 per cent. to 5 per cent. In making the proposal at the meeting this morning of the Central Committee of the Imperial Bank, the vice-President, Herr von Glasenapp, said that while the status of the bank was, down to the first week of September, worse than a year ago, there had been a gradual improvement since September 15th, so that the bank now had \$10,100,000 less of uncovered notes than at the same period of 1912. The stock of bills (now \$48,500,000) was only about two-thirds of the amount held last year, and the amount of securities of all sorts was less by \$17,500,000 than in 1912. At the same time they must remember that the requirements of trade were affected last year by the outbreak of the Balkan War, and the increase of the Bank rate to 5 per cent. on October 24th.

The reflux into the bank in the first three weeks of October was larger this year than in any of the four preceding years. The stock of metal was also very satisfactory, the figures being better by more than \$10,000,000. The amount of notes in circulation was \$5,450,000 more than a year ago, but this was an improvement, as at most week-ends the note circulation had been more than \$10,000,000 higher than in 1912. The most unfavourable factor was the stock of foreign money—\$7,450,000 less than a year ago. Taking the position on October 23rd, the stock of gold was higher than in any previous year. The capital deposits were far below the average, and the amount of uncovered notes was lower than for ten years past. The status of the bank had therefore been remarkably strengthened. The main objection hitherto—apart from the political situation—to a reduction of the Bank rate had been the condition of the international money market, which still left something to be desired. The private discount rate in London and Paris was nearly the same as the Bank rate, and in consequence of the annually recurring American requirements the cheque rate on London had risen to 20.49. The last returns of the Bank of England—as also the return of the Bank of France—showed, however, a small improvement. The balance of trade was extremely satisfactory, and in September the export of goods was actually higher than the imports of goods. In view of all these circumstances, as well as the improvement in the political situation, a reduction of the Bank rate seemed permissible, and, especially in view of the heavy sacrifices which a 6 per cent. rate had imposed upon the industry and trade, desirable. With regard, however, to the still uncertain position of the international money market, they must be content with a reduction of 1 per cent.—*The Times*.

THE ROYAL INSTITUTE OF PUBLIC HEALTH.

With the object of publicly recognizing the excellent work done by Public Health medical officers, at home and abroad, and with the view of encouraging them in the discharge of their responsible duties, the Council of the Royal Institute of Public Health announced that they have gratefully accepted the generous offer made to them by Professor William H. Smith, M.D., D.L., J.P., to present annually a Gold Medal of the value of £20, for conspicuous services rendered to the cause of Preventive Medicine within the British Empire.

It is intended that eligibility for the award shall be confined to Medical Officers of Health or other Medical Officials—Navy, Military or Civil—within the British Empire, Overseas Dominions or spheres of British influence, discharging public health duties connected with the State, and that such award shall be made to the official who, in the opinion and upon the nomination of a special Committee, shall have rendered the most valuable services in any department to the cause of the Public Health—the publication of any notable contribution to the literature of the Science receiving in addition full consideration in the bestowal of the award.

It is proposed that the first award shall be made in 1914.

WHEN IS A LADY NOT A WOMAN?

The following letters are taken from the correspondence columns of the *Daily Mail*—

Sir,—Miss Lapworth's protest suggests an interesting question. We all recognise when a woman is not a lady; can you tell us what a lady is when she is not a woman?

Orchard House, Great Austins, Farnham.
Sir,—Some years ago my brother, who was then curate in one of the most fragrant areas of Birmingham, interferred in a street row and asked what was the matter. The victor proudly answered, "Er said I wasn't no lady, but I soon lad'er down in the mud and showed her who was a lady."

G. T. BENNETT.
Sir,—I wonder if your correspondent Miss Lapworth ever saw a picture by (I think) the late Mr. Phil May, illustrating the following incident:
Maid-Servant to Mistress: A lady called when you was out, mum.
Mistress: Are you sure she was a lady, Jane?
Maid: Certain, mum, she was covered with jolly and smelt of sherry!
159, Knightsbridge.—P. R. CHAMBERS.

SCHOOL HABIT.
A young man who was known to be engaged to a teacher was observed leaving her house and looking pensively at a ring in the palm of his hand. "The engagement isn't broken off is it?" asked the friend who met him. "It is," he said. "I was half an hour late in calling, and she said that I must bring an explanation signed by my mother."—*Manchester Guardian*.

THE GERMAN EMPEROR TO-DAY.

In Dr. Stanley Shaw's very interesting book "William of Germany," which Messrs. Methuen have just issued, we are told that the Emperor is still the early riser and hard worker he has always been: "still devotes the greater part of his time to the duties that fall to him as War Lord; still races about the Empire by train or motor-car, reviewing troops, laying foundation stones, unveiling statues, dedicating churches, attending manoeuvres, encouraging yachting at Kiel by his presence during the yachting week, or hurrying off to meet the monarch of a foreign country." He still enjoys his annual trip along the shores of Norway or breaks away from the cares of State to pass a few weeks at his Corfu castle. In fine, he is still engaged with all the energy of his nature in his, as he believes, "divinely appointed work of guiding Prussia's destiny and building up the German Empire."

Some particulars are supplied by Dr. Shaw about the Emperor's travels. When he is about to start on a journey confidential telegrams are sent to the railway authorities concerned, and immediately a thorough inspection of the line the Emperor is about to travel over is ordered. Tunnels, bridges, points, railway crossings, are all subjected to examination, and spare engines kept in immediate readiness in case of a breakdown occurring to the Imperial train. The police of the various towns through which the monarch is to pass are also communicated with, and their help requisitioned in taking precautions for his safety. The Emperor pays his own fares, which are reckoned at the rate of an average of fifteen shillings to one pound sterling a mile. A recent journey to Switzerland cost him in fares £22. Of late years he has saved money in this respect by the more frequent use of the Royal motor-cars.

The Emperor, we are told, is always ready to joke with his soldiers and sailors, with artists, professors, Ministers—in short, with men of every class and occupation. For instance, he is sitting in semi-darkness in the parquet at the Royal Opera House, "Le Prophete" is in rehearsal, and it is the last act, in which there is a powder cask, ready to blow everything to atoms, outside the cathedral, Franklin Frieda Hempel, as the heroine, appears with a lighted torch, and is about to take her seat on the cask. Suddenly the Imperial voice is heard from the semi-gloom: "Franklin Hempel, it is evident you haven't had a military training, or you wouldn't take a light so near a barrel of gunpowder." And the prima donna has to take her place on the other side of the stage.

Among the other anecdotes told of him is one referring to an American Naval Attaché, a favorite of the Emperor's. Dinner at the Palace was over, and the Attaché, wishing to keep a memento of the occasion, took his large menu card and concealed it, as he thought, between his waistcoat and his shirt. Unfortunately, when taking leave of the Emperor, the card slipped down, and part of it became visible. The Emperor's quick eye immediately noticed it. "Hallo! H—," he exclaimed, "look out, you dicky's coming down!" The story, as Dr. Stanley Shaw says, "shows the Emperor's acquaintance with English slang as well as his geniality."

"A GOOD MAN."
Dr. Stanley Shaw holds that the Emperor is "a good man; good as a Christian, good as a husband, good as a father, good as a patriot." With all the power and temptation to gratify his inclinations he has no personal view of the baser sort. He is moderate in the satisfaction of his appetites, whether for food or wine. He is no debauchee, no voluptuary, no gambler. He is faithful to old friends and comrades. He has high ideals and is not ashamed of them. He is neither indolent nor fussy; neither a cynic nor a fool; he is neither wrong-headed nor stubborn; he is honest and sincere to a degree that does him honour as a man, if it has sometimes proved perilous and blameworthy in him as a monarch. He is optimistic and on good grounds. He is a man of more than average, all-round intelligence and capacity.

"If this appreciation is correct, or even approximately correct," adds Dr. Stanley Shaw, "it is a testimonial, whatever may be its worth, to great merit."

WARSHIP BLOWN UP BY WIRELESS.

SECRET EXPERIMENT BY THE ADMIRALTY.

We take the following from a London paper of the 29th ult.:

A warship has been blown up by wireless off Portsmouth during an experiment with a mysterious invention which the Admiralty are testing.

The ship on which the experiment was made was the second-class cruiser Terpsichore, a vessel of 3,400 tons, and she now lies in dock with her bottom blown to pieces.

The details of the invention are jealously guarded, but it is known that for some weeks before the experiment was made the vessel was in dockyard hands, and that mysterious metal box was fixed to the bottom of the ship.

On Wednesday morning last the Terpsichore was towed to Stokes Bay, and from a battleship believed to be eight miles away the material contained in the box was exploded by a wireless ray, or spark.

There was a vast upheaval of water, and the cruiser was afterwards seen to have a heavy list to port. Five deckyard tags which were waiting in the distance closed in on the cruiser, and by means of powerful pumps kept her afloat until she was safe within the dockyard.

SIMILAR TO F. RAYS.
It is not thought that the invention has anything to do with F. Rays, though the effect is apparently somewhat similar, and it has been estimated that experiments with Signor Giulio Ulivi's discovery will take place at Portsmouth.

Signor Ulivi claims that he can cause powder deposits, shells, and ammunition stored in ships or in fortresses to be blown up "at any distance." The French Government invited him to make experiments at Havre last April, and it is said that he frequently caused the explosion of gunpowder contained in metal boxes at a distance of nearly eight miles.

Signor Ulivi afterwards came to England, and was introduced to the Admiralty. He agreed to begin experiments in England, "in three months' time," if the Italian Government refused to purchase his invention.

SAFETY OF LIFE AT SEA.

The King has been pleased to approve the appointment of the following delegates to represent the British Government at the International Conference on Safety of Life at Sea which was to meet on the 18th inst.:

The Lord Mersey, late President of the Admiralty Division of the High Court and President of the Court of Inquiry into the loss of the s.s. *Titanic*.
Mr. E. C. Moggridge, Assistant Secretary for the Marine Department of the Board of Trade.

Captain A. H. F. Young, Professional Officer to the Marine Department of the Board of Trade.

Mr. C. Hipwood, of the Marine Department of the Board of Trade.

Mr. W. D. Archer, Principal Ship Surveyor to the Board of Trade.

Sir Archibald Denny, Chairman of the Departmental Committee on Bulkheads and Watertight Compartments.

Sir Norman Hill, Chairman of the Merchant Shipping Advisory Committee.

Sir John Biles, Chairman of the Departmental Committee on Boats and Davits.

Captain Acton Blake, Deputy Master of the Trinity House.

The delegates will be assisted by the following Expert Assessors:—
Commander F. C. Loring, R.N., of the General Post Office.

Commander M. W. Campbell Heworth, of the Meteorological Office.

Commander J. T. W. Charles, and Mr. J. Haylock Wilson.

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THE GRIEVANCES OF P. & O. OFFICERS.

The following notes are from the *Pail Mail Gazette* of the 30th ult.:-
The Peninsular & Oriental Company is already perceiving that it is going to have few friends in its dispute with its officers. This morning's intimation shows that the company is not disposed to adhere to its old attitude of contemptuous indifference. The officers are to get a fair hearing, and we hope they will get just treatment, which we do not think they receive to-day. A return showing the number of young and capable officers who have left the P. & O. in the last ten years would probably prove enlightening. The public has had many recent examples of the capacity and heroism of the officers of the British mercantile marine. There is now a widespread feeling, universally reflected in the Press, that both deck officers and engineers should have better terms, both of pay and leave, than they receive to-day. Rightly or wrongly, the P. & O. Company is believed to be one of the worst offenders in this respect among the great passenger lines. Its policy is in any case most open to criticism because it can best afford to be generous.

At the same time, it is necessary to address a word of warning to the officers. One of their number is credited by the *Daily Mail* with saying that the origin of the dispute is really an obnoxious regulation, "issued five or six years ago." The regulation in question is said to enjoin "that officers are not to be entertained by passengers, nor are they to accept any hospitality from them." We think the precise wording of the regulation is somewhat different, but its purport is unmistakable. If the P. & O. officers are going to base their case upon that regulation, and not upon their legitimate grievances, they will instantly forfeit public sympathy, and they will deserve to do so. That regulation was introduced by the company more than a decade ago, after the steamship *China* had been stranded on Perim in most disgraceful circumstances. The company was thoroughly justified in framing it, and thereby only brought their officers under a discipline already observed on the great Atlantic line. We should at once drop the officers' case if we found ourselves committed to a plea for a reversion to the old bad days of midnight card parties and wholesale philandering at all hours. We have no intention of embarking on a crusade in favour of marine "nuts."

The following is from *The Times* of the 28th ult.:-

We publish to-day the P. & O. Company's reply to the announcement issued on Friday by the Merchant Service Guild that a number of the officers, dissatisfied with their conditions of service, have handed in their resignations. There is an important discrepancy between the statements issued by the Guild and by the Company, and until the difference is explained judgment in this particular case must be withheld. But we are perfectly certain that towards the broad question of improving the lot of mercantile officers the public will adopt a very sympathetic attitude. A good deal has been done by many of the great lines in the past few months in raising the rates of pay, and the Merchant Service Guild seems entitled, together with other bodies working on similar lines, to take credit for a share in securing these concessions. Yet even the revised scales of pay do not seem extravagantly generous when the immense responsibilities of the executive officers are remembered. The pay in a first class company may range from £7 per month for junior fourth officers to £19 per month for chief officers, while the few fortunate men expect to get annually from £300 to double that amount. In a few exceptional instances £1,000 or more may be granted, but positions carrying such salaries are the rare plum of the service. And the men who get them have to be possessed of an unusual combination of gifts. At best the officers have to face hardship, and for the great majority of men the life of the sea is extremely onerous.

On purely selfish grounds it is clearly to the real interests of companies carrying large numbers of passengers that the managements should be known to be on good terms with those responsible for safe navigation. Never has this been more so than now, when a long succession of deplorable disasters is still fresh in mind. The best way to prevent a breakdown is to ensure that the men in charge are not subject to undue strain and anxiety that can reasonably be prevented. And the companies which manifestly carry this theory into practice are those which are entitled to the confidence and support of the travelling public. In recent times all shipping companies have been doing extraordinarily well, and their revenue is probably sufficient to justify higher working costs. But there can be little doubt that, even should it be otherwise, the public would gladly pay enhanced fares in order to feel that there were satisfied men on the bridge instead of grumblers with a real grievance. The fact that the great majority of officers in liners impress these who come into contact with them as a fine body of conscientious, brave men adds weight to the present agitation for an amelioration of their conditions of service.

THE COST OF GOLF.

There are, at a modest computation, in England alone one thousand good golf courses, to say nothing of a number of private courses and unknown commons where the game is also played. The figures which follow are very conservative, and if an actual census could be taken it is almost certain that they would be nearly doubled (says the *Pail Mail*). If each of these thousand clubs is given a membership of two hundred and fifty, that gives the number of players as a quarter of a million. Probably each member pays a yearly subscription of £5. At some of these clubs a large sum of money is taken each year in green fees. On an average each of these thousand clubs takes £50 a year in this way. Many of these quarter of a million players play only at week-ends, and do not, perhaps, use more than one ball each

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week-end. There are, however, others who play many times during the week, so that if it is said that each club member uses fifty balls a year, there will be used in all 12,500,000 balls in one year. Most balls cost half a crown, but putting their price at two shillings each, one million and a quarter pounds are thus spent in golf balls each year.

A few players go through a season with the same clubs, but the great majority either buy new ones, or have their old ones repaired. To those must be added new players who have to buy whole sets of new clubs. Ten shillings a year is not by any means an exorbitant figure to pay for the cost of clubs per player. This makes out that one hundred and twenty-five thousand pounds are spent on clubs each year.

To all these things must be added four shillings a week for caddies, for, say, fifty weeks of the year, for each player. This makes out that each player pays in caddy charges ten pounds a year. Those who play golf will realise that this is a very moderate sum. Two and a half million pounds are thus paid each year for caddies.

The following table shows at once the money spent in one year by golfers who are members of clubs:- Numbers of players 250,000, club subscriptions £1,250,000, green fees £500,000, caddies £2,500,000. Total spent by players £5,000,000.

In other words, a moderate estimate would place each golfer's expense at a trifle over £20 a year. This expense, it must be understood, is his actual expenditure on the game alone.

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October 31st-Agunennon, Ambria, Porcass, Simla.
November 4th-Benleuch, Canton, China, Princess Alice, Africa, Golden.
November 7th-Ping Suez, Polynesien, Sateuma, Senegambia, Baron Balfour.
November 11th-Hiachi Faru, Koerber, Keeman, Kintuck, Demodeous.
November 14th-Glenlogan, Indien, Nile, Afghan Prince.
November 18th-Benlaurs, Borneo, China, Eumaeus, Ghazee, Liberia, Sachsen, Merionethshire.

S.S. "AUSTRALIEN."
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Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship "ISTRIA," Captain Kirohkeff, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex ss. "Helfried Bismarck" from Halmstad.
Ex ss. "Portiniao" from Oporto.
Ex ss. "Ella" from Copenhagen.
Ex ss. "Jelo" from Drammen.
Ex ss. "Hilms Bismarck" from Halmstad.
Ex ss. "Tudorborg" from Ahus.
Ex ss. "Ludwig" from Drammen.
Ex ss. "Michel" from Bordeaux.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th November, 1913. [1330]

FROM EUROPE.

THE H.A.L. Steamship "ALTMARK," Captain Kneisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

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No Fire Insurance will be effected.

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Hongkong, 14th November, 1913. [140]

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COMPLETION OF THE WATERWAY.

THE LAST STAGE.
October 10th saw the practical completion of the greatest of the many triumphs of modern engineering science. The waters of the Atlantic and Pacific Oceans were connected by a gigantic waterway across the Isthmus of Panama. The last barrier disappeared. The Gamboa Dyke, which up to now has separated Gatun Lake from the Culebra Cut, was blown up by an explosion of 100 tons of dynamite, setting free the water of the lake to rush into the nine-mile channel down and blasted through the rocky uplands of the continental divide from the Gamboa Dyke to the gates of the locks at Pedro Miguel, below which the bed of the Canal passes through a little lake to the lower locks at Miraflores, which are the gateway to the Pacific Ocean a few miles above Panama.

To give a clear idea of the whole course of the Canal, it is important to realize that it runs not east and west, but nearly due north and south, from Colon to Panama, following for the greater part of its course the bed of the Chagres River. The plan of the Canal was decided upon in January, 1906. It is 50 miles long, the least depth is 41 ft. 4 in., and the least width (through the Culebra Cut) 300 ft. It is divided into four principal sections. The first is a channel at sea-level on the Atlantic, or north, side of the Isthmus, extending inland seven miles from deep water to Gatun. Here a flight of three locks raises a ship to the level of Gatun Lake, which is 8 ft. above the sea; the Canal then passes through Gatun Lake, which has an area of 164 square miles, and extends through the valley of the Chagres and the trench of the Culebra Cut, a distance of 32 miles to Pedro Miguel, on the Pacific side of the continental divide. At this point a lock effects the shift from the level of Gatun Lake to a smaller lake about 1 1/2 mile long, and the further shift to the sea-level of the Pacific is effected by a series of two locks at Miraflores. The high level of Gatun Lake is maintained by a dam 1 1/2 mile long, shown across the valley of the Chagres at Gatun; the ship channel through the lake, except in the Culebra Cut, is from 300 ft. to 1,000 ft. broad. The locks are 1,000 ft. in length and 110 ft. wide. As the lake had already been joined on the Atlantic side with the Caribbean Sea through the locks at Gatun, and as the building of the locks at Gatun, Pedro Miguel, and Miraflores was completed at the same time as the dry excavation of the Culebra Cut, the blowing up of the Gamboa Dyke practically marks the last stage of the work. There is still some dredging and excavation to be done, besides the installation of machinery in the locks and the completion of dry docks, wharves, machine shops, coaling stations, and fortifications at either end of the Canal. But this will not take long. Within six months it will be possible for any sea-going vessel to pass through the Canal from ocean to ocean, though the formal opening will not take place till January 1st, 1915.

DIFFICULTIES OF THE WORK.
Since the work was undertaken by the American Government in May, 1904, 290,000,000 cubic yards of earth and rock have been dug from the Canal and carried to dumping grounds, some of them 50 miles from the place of excavation; five million cubic yards of concrete have been placed in locks and other structures; and 250,000,000 has been expended to bring about this result. Figures such as these, however, convey very little notion of the extraordinary difficulties with which Colonel Goethals and those who have worked so devotedly and patiently with and under him have been faced. That they have succeeded in their task, in spite of numerous disheartening and apparently insuperable setbacks by fire and floods and earthquakes and landslides, to say nothing of the troubles due to climate and disease and the natural forces against which with machines and muscle and brain they have fought their long fight, is a marvellous tribute to the conquering might of human intellect and perseverance. After it had been determined not to use the excavating machinery left by the French, the purchase of modern equipment was begun. During the three years from 1905 to 1908 101 steam shovels—huge monsters that can lift from eight to ten tons of soil and rock in their steel claws—were brought into use. In digging the Culebra Cut the general process followed was first to drill holes in the material to be dug out, then to fill these holes with dynamite, blast the rock and earth, and dig away the resulting masses by means of steam shovels loading upon large trucks, and finally haul the spoil thus made away from the Canal. The chief obstacle to navigation in the Canal at present consists in the landslides that have blocked the channel at Culebra. These slides have been throughout a source of the greatest trouble. There is not a space of 200 yards in length in the nine miles of this section where the bank has not moved at one time or another, and the amount of extra labour thus involved has been enormous. But the Americans, Spaniards, and West Indian negroes engaged in the enterprise have worked with a determination—largely due to the consideration with which they have been treated—that has refused to be baffled by any difficulties or disappointments, however great. The final stage this morning is an event in the history of mankind of which the whole human race has reason to be proud.

A BORNEO RUBBER COMPANY'S PRODUCTION COSTS.
Colonel Sir Augustus Fitz-George, presiding on the 27th ult. at the general meeting of the Langkat North Borneo Rubber, stated that the board did not anticipate that the cost of bringing the company's rubber to market in the current year would exceed 1s. 6d. per lb., and in the following year the cost should be still less. They were looking forward confidently to the time when their rubber could be put on board at the Borneo port of shipment at less than 1s. per lb.

VESSELS EXPECTED.

THE AMERICAN MAIL.

Per P.M. str. *Korea* left Yokohama for Hongkong, via Manila on the 16th November, at noon. The mails have been transferred to the O.P.R. str. *Empress of Asia*, which is scheduled to arrive at this port on the 24th November.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 12th November, for this port (via Timor and Manila), and may be expected to arrive here on or about the 22nd November.

The I.G.M. str. *Coblentz* left Sydney on the 15th November, at 2 p.m., and may be expected here on or about the 8th December.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Nagasaki on the 19th November, at midnight, and is due to arrive at Shanghai on the 21st November, at 6 a.m.

THE ENGLISH MAIL.

The P. & O. str. *Assaye* left Singapore for this port on the 16th November, at 5.30 a.m., with the outward English mails, and is due here on the 21st November, at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Princess Alice*, carrying the German mails, with dates from Berlin of the 29th October, left Colombo on the 15th November, p.m., and may be expected here on or about the 27th November.

MERCHANT STEAMERS.

The H.A.L. str. *Arabia* left Hankow on the 16th November, a.m., and may be expected here on or about the 21st November.

The Danish str. *Kina* left Sabang on the 13th November, and may be expected here on or about the 21st November.

The Apar str. *Gregory Apar*, from Calcutta, left Singapore on the 16th November, and may be expected here on or about the 22nd November, a.m.

The N.Y.K. str. *Asa Maru* (American Line) left Kobe for this port via Shanghai on the 14th November, and is expected here on the 23rd November.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Calcutta for this port via ports on the 5th November, and is expected here on the 24th November.

The Ben Line str. *Bentley*, from Antwerp, Middlesbrough, and London, left Singapore on the 17th November for this port, and may be expected to arrive here on or about 24th November.

The str. *Borneo* left Sandakan on the 17th November, p.m., and may be expected here on or about the 24th November, a.m.

The American and Manchurian Line str. *Kajue* left New York on the 10th October, and is due here on or about the 25th November.

The N.Y.K. str. *Tottori Maru* (European Line) left London for this port via ports on the 18th October, and is expected here on the 20th November.

The N.Y.K. str. *Rangun Maru* (Bombay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.

The Swedish East Asiatic Co.'s str. *Canton* left Port Said on the 4th November, and is expected to arrive here on the 2nd December.

The N.Y.K. str. *Hitachi Maru* (European Line) left London for this port via ports on the 25th October, and is expected here on the 3rd December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

The N.Y.K. str. *Miyazaki Maru* (European Line) left London for this port via ports on the 15th November, and is expected here on the 17th December.

The str. *Glenstrae* passed the Suez Canal on the 28th October, for Hongkong via Straits.

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Den of Airlie, from Singapore, is due in Hongkong 23rd November.
Indramayo, from Manila, is due in Hongkong 21st November.
Merionethshire, from London, is due in Hongkong 18th November.
Dei of Crombie, from Vancouver, is due in Hongkong 25th November.
Manadnock, from Seattle, is due in Hongkong 30th November.

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Hongkong, 21st May, 1913.

[694]

SHIPPING IN PORT.

STEAMERS.

AJAX, British str., 4,477, G. S. Thomson, 18th November—Victoria 16th October, General.—Butterfield & Swire.

BAVERN, Russian str., 994, P. S. Biding, 19th November—Wakamatsu 13th November, Coal.—Aagaard, Thorsen & Co.

CHENAN, British str., 1,350, Lloyd-Jones, 19th November—Shanghai 16th November, Mails and General.—Butterfield & Swire.

CHILDAN, Norwegian str., 1,102, Nils Hjorth, 14th November—Macassar 4th November, Sugar.—Java-China-Japan Line.

CHINGCHOW, British str., 1,350, Doyle, 18th November—Kwang Yen 15th November, Stone.—Shewan, Tomes & Co.

CHUNSHUN, British str., 1,190, T. M. Mayrick, 19th November—Tientsin 12th November, General.—Jardine, Matheson & Co.

DAIJI MARU, Japanese str., 947, S. Takashige, 18th November—Tamsui 18th November, General.—Osaka Shosen Kaisha.

DERVENT, British str., 1,562, J. Jenkins, 16th November—Samarang 4th November, Sugar.—Chinsee.

DINOWALL, British str., 1,365, E. Jones, 16th November—Bangkok 9th November, Rice.—Buns & Co.

ELBERT, German str., 991, Berg, 10th November—Bangkok 3rd November, Rice.—Jensen & Co.

HAIYANG, British str., 1,363, H. A. Hodgins, 19th November—Foonchow 16th November, General.—Douglas Lapsack & Co.

HALDIS, Norwegian str., 1,085, J. Jorgensen, 16th November—Jaya 7th November, Sugar.—Java-China-Japan Line.

HAINKONG, Chinese str., 1,900, J. Kalkos, 14th November—Tientsin 8th November, General.—Chinsee.

ISTRIA, German str., 2,308, Th. Kerchuff, 16th November—Singapore 12th November, General.—Hamburg-Amerika Linie.

JOHANN, German str., 952, H. Ipland, 14th November—Haiphong 12th November, General.—Jensen & Co.

KINKON MARU, Japanese str., 3,778, M. Fujimoto, 9th November—Moji 2nd November, Coal.—Mitsui Bussan Kaisha.

KOLVA, German str., 1,168, Williamson, 8th November—Manila 4th November, General.—A. Buns & Co.

KWANTON, Chinese str., 1,536, Stewart, 19th November—Shanghai 16th November, General.—Chinsee.

LOCKSON, German str., 1,020, F. Prohl, 16th November—Bangkok 6th November, Rice and General.—Butterfield & Swire.

LEONGHONG, British str., 1,093, W. G. G. Leask, 18th November—Manila, 15th November, General.—Jardine, Matheson & Co.

LOVE, British str., 3,901, R. Glegg, 17th November—Moji 12th November, Coal and General.—Jardine, Matheson & Co.

MEXICO CITY, British str., 3,179, N. A. Starkey, 11th November—Guaymas 11th October, General.—Chinsee.

NUDES, British str., 2,995, Peters, 10th November—Sabang 28th October, Case Oil.—Dodwell & Co.

PAERHOI, British str., 1,238, G. Gibbs, 15th November—Chingwantao 7th November, Coal.—Butterfield & Swire.

PAOTING, British str., 1,190, W. J. Baiker, 14th November—Swatow 13th November, Ballast.—Butterfield & Swire.

PERRIA, British str., 2,744, J. Hill, 17th November—San Francisco 18th October, Flour and General.—Pacific Mail S.S. Co.

SURANG, British str., 1,760, Simpson, 19th November—Wellington 14th November, General.—Jardine, Matheson & Co.

TRUMPER, German str., 769, Longswager, 19th November—Hoibow 13th November, General.—Jensen & Co.

WAISHING, British str., 1,170, G. S. Holmwood, 18th November—Bangkok 8th November, Rice.—Jardine, Matheson & Co.

YUNNAN, British str., 1,246, F. Eddy, 17th November—Tientsin 11th November, General.—Butterfield & Swire.

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* KOREA	18,000		TUESDAY	16th Dec.	at 1 p.m.
* SIBERIA	18,000		TUESDAY	30th Dec.	at Noon
* CHINA	10,200		TUESDAY	6th Jan.	at 1 p.m.
* MANCHURIA	27,000		TUESDAY	10th Jan.	at Noon
* NILE	11,000		TUESDAY	27th Jan.	at 1 p.m.
* MONSOLIA	27,000		SATURDAY	7th Feb.	at Noon
* PERSIA	9,000				

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30th Dec. ... CHINA ... 1st Jan.	20th Dec.	CHINA ... 22nd Dec.	22nd Dec.
10th Jan. ... NILE ... 12th Jan.	26th Dec.	MANCHURIA ... 28th Dec.	28th Dec.
7th Feb. ... PERSIA ... 9th Feb.	31st Dec.	NILE ... 2nd Jan.	2nd Jan.
	27th Jan.	PERSIA ... 29th Jan.	29th Jan.

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FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

For	OUTWARD	To Sail
SHANGHAI, KOBE AND	POLYNESIESE	On 1st December.
YOKOHAMA	PAUL LECAT	On 15th December.
	CORDILLERE	On 29th December.

For	HOMeward	To Sail
MARSEILLES VIA PORTS	AMAZONE	On 2nd December.
	AUTRAILLER	On 16th December.
	POLYNESIESE	On 29th December.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG:	PROPOSED SAILINGS.	From COLOMBO
22nd Nov.	"COMERIC"	13th Dec.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:
From Hongkong "SALAMIS" Middle of February, 1914.
First Class Accommodation for Passengers.
Fitted With WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 21st NOV., 1913.

8 a.m. YONAM.	8 a.m. FATSHAN.
10 p.m. FATSHAN.	5 p.m. HEUNGSHAN.

SATURDAY, 22nd NOV., 1913.

8 a.m. HEUNGSHAN.	8 a.m. YONAM.
10 p.m. HONAM.	5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23rd NOVEMBER, 1913.

The Company's Steamship "SUI AN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. for the Company's Wing Lok Street Wharf. This Steamer connects with the excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOLSANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. YANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
* "TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 p.m.
* "PANAMA MARU"	J. Kanzo	WED'DAY, 10th Dec., at 1 p.m.
* "SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 p.m.
* "MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 p.m.
* "CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
* "CANADA MARU"	H. Yamamoto	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	K. Sukawa	WED'DAY, 26th Nov., 4 p.m.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO-MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU	Y. Yamamoto	WED'DAY, 3rd Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	K. Murakami	SUNDAY, 23rd Nov., at 11 a.m.
"DAIJI MARU"	M. Nagano	SUNDAY, 30th Nov., at 10 a.m.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 26th Nov., at 8 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	FRIDAY, 21st Nov.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER.
Second Floor No. 1 Queen's Building.

741

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Nov., 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 3rd Dec., 4 p.m.

Electric Light. Fans in every Cabin. Competent Stewardsess Carried.
For Freight or Passage, apply to
HONGKONG, 17th November, 1913. SHEWAN, TOMES & Co. General Managers. PHILIPPINES S.S. Co. [16]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and	MISHIMA MARU	16,000	WED'DAY, 3rd Dec., at D'light.
ANTWERP, via SINGA-	KAGA MARU	12,500	WED'DAY, 17th Dec., at Daylight.
FORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU	12,500	TUESDAY, 2nd Dec., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 16th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	TUESDAY, 25th Nov., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU	12,500	SATURDAY, 29th November.
KOBE and YOKOHAMA	BOMBAY MARU	12,500	SATURDAY, 29th November.
KOBE (Direct)	HITACHI MARU	12,500	THURSDAY, 4th Dec., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	RANGOON MARU	6,300	TUESDAY, 2nd December.
SHANGHAI, MOJI, I SE and YOKOHAMA	TANGO MARU	13,500	WED'DAY, 17th Dec., at 11 a.m.
	YAKATA MARU	6,000	TUESDAY, 25th November.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

STEAMER	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	15,000	"	23th January.
KITANO	15,000	"	11th February.
YO	12,500	"	25th February.
HIRANO	15,000	"	11th March.
KATOKI	15,000	"	25th March.
KAMO	15,000	"	8th April.
KASHIMA	20,000	"	22nd April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 122 and 1241. 11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	to	SHANGHAI	HONGKONG	to	MARSEILLES	PLYMOUTH (London 1 day later)
	Colombo.	RAI	RONG.		LES	
p.m. Thurs.		6 p.m. Thurs.	Noon. Sat.			
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOULTAN	Saturday	Friday
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 14	Feb. 20
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Feb. 28	Mar. 6
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 14	Mar. 21
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Mar. 28	Apr. 5
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 11	Apr. 18
Apr. 2	ARADIA	Apr. 7	Apr. 11	MONGOLIA	Apr. 25	May 2
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 9	May 15
Apr. 30	ASSAYE	May 5	May 9	MOULTAN	May 23	May 29
					June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon	"A" Accommodation Single	£55 Return £97.
	"B" " " " "	£59 " £99.
2nd Saloon	"A" " " " "	£44 " £86.
	"B" " " " "	£40 " £80.
1st Saloon	"A" Accommodation Single	£61 Return £91.
	"B" " " " "	£55 " £85.
2nd Saloon	"A" " " " "	£42 " £83.
	"B" " " " "	£38 " £77.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave		Leave		Leave		Leave		Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'PORE	M'SEILLES	LONDON				
		about		about		about		about		about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4				
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18				
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1				
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15				
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30				
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14				
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28				
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12				
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27				

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. J. Caldwell	About 21st Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. E. Hickey	Noon. 22nd Nov.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NUBIA Capt. F. J. Fox	About 26th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA Capt. G. Phillips	About 28th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th November, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAU	"CHENAN"	On 22nd Nov. M'night
SHANGHAI & TSINGTAU	"KUEICHO"	On 25th Nov. Noon
SHANGHAI & TSINGTAU	"SUNGKIANG"	On 26th Nov. 9 A.M.
SHANGHAI & TSINGTAU	"CHINHUA"	On 26th Nov. 4 P.M.
SHANGHAI & TSINGTAU	"ANHUI"	On 27th Nov. 4 P.M.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 29th Nov. M'night

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN" and the S.S. "LUCHOW" and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th November, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 21st Nov., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 25th Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 28th Nov., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 23rd Nov., at 10 A.M.
		WEDNESDAY, 26th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th November, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	22nd November	On 23rd Nov., 3 P.M.
ST. ALBANS		On 11th Dec., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. ALTMARK	22nd Nov.
S.S. SITHONIA	23rd Nov.
S.S. EMDEN	5th Dec.
S.S. SILESIA	18th Dec.
S.S. PREUSSEN	27th Dec.
S.S. O. J. D. AHLERS	9th Jan.
S.S. SAXONIA	11th Jan.
S.S. SPEZIA	23rd Jan.
S.S. SCANDIA	9th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st November, 1913.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	FRIDAY, 28th Nov.
SHINYO MARU	22,000—21 knots	THURSDAY, 4th Dec.
CHIYO MARU	22,000—21 knots	MONDAY, 22nd Dec.
* NIPPON MARU	11,000—18 knots	WEDNESDAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATURDAY, 17th Jan.

* INTERMEDIATE SERVICE via MANILA. Onitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
INTERMEDIATE "	\$65.	"	\$109.
FIRST CLASS TO NEW YORK	\$60.	"	\$96.10.
" " " SAN FRANCISCO	\$45.	"	\$68.

The INTERMEDIATE FARES to NEW YORK and SAN FRANCISCO are \$9 lower for Single Journey and \$14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

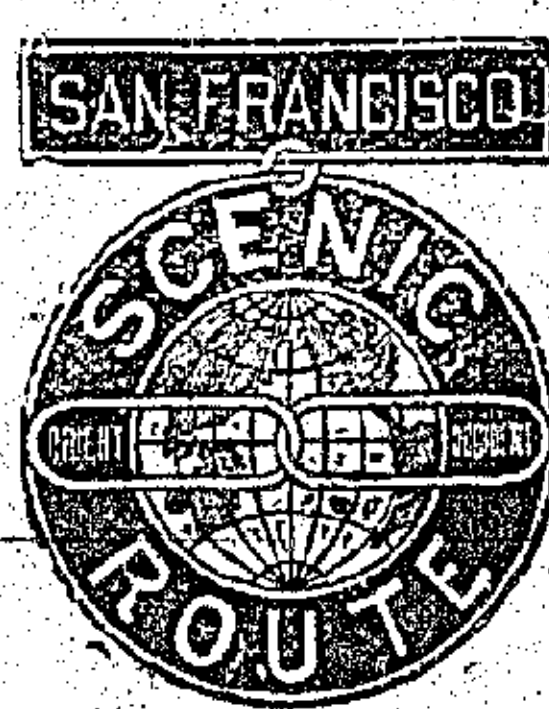
TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21
S.S. CHIYO MARU	22,000	21
S.S. SHINYO MARU	22,000	21

INTERMEDIATE SERVICE.

S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Landscapes and Scenery—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

571 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "AFRICA," 8840 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins.
Stewards, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "NIPPON," 13,900 tons, will leave as above about 2nd December.
These Steamers of large tonnage are fitted with comfortable class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.
RAILWAY FARES: Trieste-London BY SIMPLY EXPRESS.
Via Venice, Milan, Sion, Lausanne, Paris, Calais or Boulogne, Class I £3 15, II £6 16.
BY ST. GOTTHARD EXPRESS.
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £2 15, II £4 13.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £4 11, II £5 9.
BY TAVENNER EXPRESS.
Via Munich, Cologne, Hook or Flushing, Class I £2 15, II £4 16.
TO SHANGHAI
S.S. "AFRICA," 8840 tons, will leave as above on 1st December, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 29th November.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.SANDER, WIELER & Co., AGENTS,
Hongkong, 18th November, 1913.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES, throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212

Telegraphic Address:—"TAIKOO DOCK." [49]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED - ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of November.	JAPAN	Second half of November.
TJILIWONG	JAVA	Second half of November.	SHANGHAI	Second half of November.
TJIMAH	JAPAN	First half of December.	JAVA	First half of December.
TJITAROEM	JAPAN	First half of December.	JAVA	First half of December.
TJIKINI	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJIBODAS	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMANOE	JAVA	Second half of December.	SHANGHAI	First half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 19th November, 1913.

Telephone No. 375.

[16]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"P. E. FRIEDRICH" Capt. C. MUNDT	16,000	Wed'day, 26th Nov., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. J. BORTFELD	20,300	About Wed'day, 25th Nov.
MANILA, YAP, MARON, SAMAR, RAJ, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. H. BREUER	6,100	Saturday, 29th Nov., at 9 A.M.
KOBE	COBLENZ Capt. L. KLUGKIST	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"PORNEO" Capt. J. KOEHLER	5,000	Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy and New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th November, 1913.

[14]

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
"DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

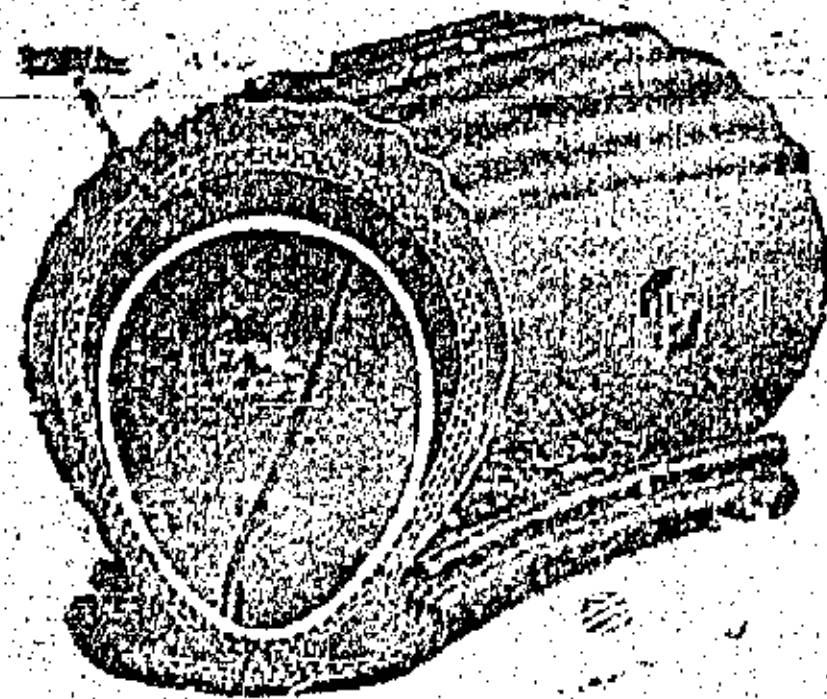
MELCHERS & Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

[1199]

PETER UNION



RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 17th November, 1913.

[44-35]



LEONHARDT'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!LEONHARDT'S
CARBON PAPER
(PURPLE).

\$3.50 only Per Box of 100 Sheets.

RETAIL:

WING HING, STATIONER,
25, WELLINGTON STREET.

WHOLESALE:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 17th November, 1913.

[44-13]

PETER SCHUERMANN AND
SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM,

Tel. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 17th November, 1913.

[44-55]

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Parcel Mail to the United Kingdom and Countries beyond which will be closed in this Office at 5 p.m., on the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerks of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

* Specially superscribed correspondence only.

The *Assaye*, with the ENGLISH MAIL left Singapore on Sunday, 16th inst., at 5 a.m., and is expected to arrive here to-day. This packet brings the parcel mail closed in London for despatch by the all-sea route on the 15th ult., and for despatch overlaid on the 22nd ult.

The *Devanha*, with the MAILS FROM LONDON (via Siberia) of Saturday, the 1st inst., is due to arrive here to-day.

The *Hongkong Maru*, with the AMERICAN MAIL, is due to arrive here to-day, between 2 to 4 p.m.

FOR

PER

DATE

Swatow and Bangkok	Childar	Friday, 21st, 9.00 A.M.
Swatow, Amoy and Foochow	Childar	Friday, 21st, 10.00 A.M.
Straits	Devanha	Friday, 21st, 11.00 A.M.
Japan via Nagasaki	Tokushima	Friday, 21st, 11.00 A.M.
* Japan via Yokohama	Leisang	Friday, 21st, 5.00 P.M.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI. (Late Letters 11.00 to Noon, Extra Postage 10 cents).

(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

The Parcel mail will be closed to-day, at 5 p.m.

* Philippines Islands. * Tientsin. * Japan via Nagasaki. * Shanghai, North China and Tsingtau (EUROPE via SIBERIA).

* Tientsin. * Philippines Islands. * Japan via Nagasaki. * Shanghai, North China and Tsingtau (EUROPE via SIBERIA).

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* Philippines Islands. * Tientsin. * Japan via Nagasaki. * Shanghai, North China and Tsingtau (EUROPE via SIBERIA).

COMMERCIAL

CLOSING QUOTATIONS.

November 20th

ON LONDON:—
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Bank Bills, at 50 days sight 1/11 1/2
Bank Bills, at 4 months sight 1/11 1/2
Credits, at 4 months sight 2 1/2
Documentary Bills at 4 months sight 2 1/2

ON PARIS:—
Bank Bills, on demand 249
Credits, at 4 months sight 254

ON GERMANY:—
On demand 201 1/2

ON NEW YORK:—
Bank Bills, on demand 47 1/2
Credits, at 60 days sight 48 1/2

ON BOMBAY:—
Telegraphic Transfer 146 1/2
Bank, on demand 146 1/2

ON CALCUTTA:—
Telegraphic Transfer 146 1/2
Bank, on demand 146 1/2

ON SHANGHAI:—
Bank, at sight 73 1/2
Private, 30 days sight 74 1/2

ON YOKOHAMA:—On demand 53 1/2

ON MANILA:—On demand—Pesos—56 1/2

ON SINGAPORE:—On demand 54 1/2

ON BATAVIA:—On demand 113 1/2

ON HAI PHONG:—On demand 78 1/2

ON SAIGON:—On demand 78 1/2

ON BANGKOK:—On demand 78 1/2

SOVEREIGNS, Bank's Buying Rate \$10.15

GOLD LEAF, 100 fine, per tael \$53.30

BAR SILVER, per oz. 27 1/2

SUBSIDIARY COINS.

Chinese 20 cents pieces \$9.10 discount.

Chinese 10 " \$9.35 "

Hongkong 20 " \$6.50 "

Hongkong 10 " \$8.90 "

MAILS VIA SIBERIA.

London 25th October

Shanghai 10th November

October 31st 15th November

SHARE LIST.—QUOTATIONS.

HONGKONG, 20TH NOVEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	DEBT ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$1750, sales	1/10, 1/10, 1/10	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12 all	\$94		8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$47, sellers		
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$9, sellers		7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 145, sales		
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$9, sellers		5 p.c.
Dairy Farm Company, Limited	40,000	\$14	\$27, buyers		
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$85, buyers		5 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50 all	\$74, sellers		3 p.c.
New Amoy Dock Co., Limited	10,000	\$60 all	\$84		7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 55, sellers		
S'hai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100 all	Tls. 107		
Green Island Cement Co., Limited	400,000	\$10 all	\$7, sales		
Hongkong Electric Co., Limited	60,000	\$10 all	\$44, buyers		4 p.c.
Hongkong Hotel Company Limited	8,000	\$50	\$25		5 p.c.
MANILA METROPOLIS HOTEL, Limited	15,000	P. 10 all	P. 84, sellers		5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25 all	\$152 1/2		9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$22 1/2		
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$10 all	\$2		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	5/- all	8/6, sales		
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$350, sellers		6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$150, buyers		6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$350		7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$10 \$5	Tls. 133		
Union Insurance Society, Limited	12,000	\$250 \$100	\$350		6 1/2 p.c.
Yongtze Insurance Association, Ltd.	12,000	\$100 \$50	\$192, @ Ex 73		
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$112, buyers		6 1/2 p.c.
H'kong Land Reclamation Co., Ltd.	25,000	\$100 \$75	\$200		
Humphreys Estate and Finance Co., Ltd.	150,000	\$10 all	\$115, buyers		5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$45		7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 89		
West Point Building Co., Limited	12,500	\$50 all	\$70, sellers		5 1/2 p.c.
Maatschappij tot Exploitatie van Landbouw en Waterwerken in Langkat	25,000	Gds. 10 all	Tls. 29, sellers		
MINES.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	33/-, buyers		
Heewood Tin and Rubber Estate, Ltd.	82,000	2/- all	2/6, buyers		
Roub Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$3 1/2, sellers		
Tromoh Mines, Limited	160,000	\$1 all	47/6		
Peak Tramways Co., Limited	25,000	\$10 all	\$101		7 1/2 p.c.
Philippine Co., Limited	75,000	\$10 all	\$5		
Pulper & Paperworks du Tonkin Societe des	13,200	50/- all	\$20, sellers		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$94 1/2		3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$55, sellers		
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$7 1/2, buyers		
Donghai Steamship Co., Limited	20,000	\$50 all	\$30, sellers		5 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15 all	\$29, sales		7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000,000	\$25 all	\$84, L'don		
Shell Transport & Trading Co., Ltd.	60,000,000	\$25 all	rel. 128 10/-		
Star Ferry Company, Limited	40,000	\$10 all	\$14, buyers		6 p.c.
South China Morning Post, Limited	6,000	\$25 all	\$22, sellers		3 1/2 p.c.
Steam Laundry Company, Limited	20,000	\$5 all	\$4, buyers		
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7 all	\$9 1/2, sellers		4 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$7 1/2, buyers		
Union Waterboat Co., Limited	50,000	\$10 all	\$17 1/2, buyers		5 1/2 p.c.

Para Rubber in London 3/3 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1906	Tls. 787,200.	Tls. 250	7% p. annum	Par

VERNON & SMYTH, Share Brokers.

TO-NIGHT.

9.15 p.m.—Harnston's Circus at Causeway Bay.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1912.

REVISED BY THE MEMBERS.

PRICE \$5.

FORTHCOMING EVENTS.

Monday, 24th Nov.—

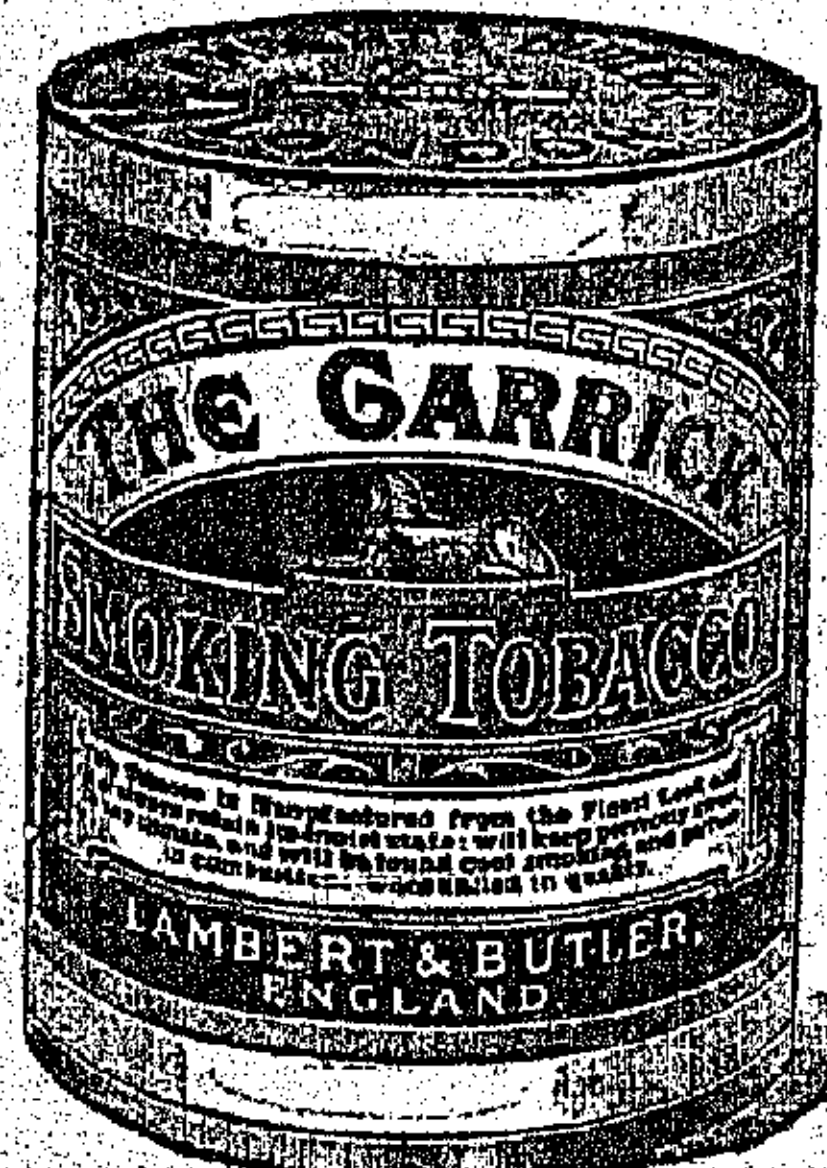
2.30 p.m.—Auction of Old Chinese Porcelains
at Sales Rooms, by Messrs. Hughes & Hough.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

"THE GARRICK"

TOBACCOES AND CIGARETTES.

ABSOLUTELY
UNEXCELLED.

SOLD EVERYWHERE.

LAMBERT & BUTLER,

ENGLAND.

ALWAYS
RELIABLE.

\$250

XMAS COMPETITION

NESTLE & ANGLO-SWISS CONDENSED MILK Co. are offering a PRIZE
of the VALUE of \$250, for the Best Advertisement of their famous Products.

MILK, CREAM AND CHOCOLATES.

Details are too long to insert here, but on every Thursday an inset will be included
with this Paper, giving full particulars.

Full instructions may also be obtained from any of the following Firms:—

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LANE, CRAWFORD & CO.
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GATTE & CO.
WANG HING.CHINA MAIL.
HONGKONG TELEGRAPH.
WEISMANN, LTD.
KELLY & WALSH, LTD.
A. S. WATSON & CO., LTD.
Wm. POWELL, LTD.

KRUZE & CO.

The Competition closes 20th December, 1913.

YOU CAN WIN THIS PRIZE!

[34-3]



THE TOP NOTCH OF SCOTCH

ONE OF THE PRINCIPAL BRANDS OF

THE DISTILLERS COMPANY, LTD.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

5, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

[42-1]

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HONGKONG DAILY PRESS

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PLANS OF THE SI-KIANG

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mail from the Year of the Closing of
the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

PRICE: \$1 Cash.

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Local Booksellers.Printed and Published by BRETHAM A. HALL for the Concerned at 10A, Des Vœux
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